

The following sample exam for Sport Pilot-Airplane (SPA) is suitable study material for the Sport Pilot-Airplane Rating. These questions are a representation of questions that can be found on all Sport Pilot-Airplane Rating tests. The applicant must realize that these questions are to be used as a study guide, and are not necessarily actual test questions. The full SPA test contains 40 questions. The Application Identification, Information Verification and Authorization Requirements Matrix lists all FAA exams. It is available at:

http://www.faa.gov/training_testing/testing/airmen/media/testing_matrix.pdf

The FAA testing system is supported by a series of supplement publications. These publications include the graphics, legends, and maps that are needed to successfully respond to certain test questions. FAA-CT-8080-10, Computer Testing Supplement for Sport Pilot and Sport Pilot Instructor is available at:

http://www.faa.gov/training_testing/testing/airmen/test_questions/media/FAA-CT-8080-10A.pdf

The Learning Statement Reference Guide for Airman Knowledge Testing contains listings of learning statements with their associated codes. Matching the learning statement codes with the codes listed on your Airman Knowledge Test Report assists in the evaluation of knowledge areas missed on your exam. It is available at:

http://www.faa.gov/training_testing/testing/airmen/media/LearningStatementReferenceGuide.pdf

SAMPLE SPA EXAM:

1. PLT131

What is ground effect?

- A) The result of the interference of the surface of the Earth with the airflow patterns about an aircraft.
- B) The result of an alteration in airflow patterns increasing induced drag about the wings of an aircraft.
- C) The result of the disruption of the airflow patterns about the wings of an aircraft to the point where the wings will no longer support the aircraft in flight.

2. PLT241

What is the relationship of lift, drag, thrust, and weight when the airplane is in straight-and-level flight?

- A) Lift equals weight and thrust equals drag.
- B) Lift, drag, and weight equal thrust.
- C) Lift and weight equal thrust and drag.

3. PLT116

An ATC clearance means an authorization by ATC for an aircraft to proceed under specified conditions within

- A) controlled airspace.
- B) uncontrolled airspace.
- C) published Visual Flight Rules (VFR) routes.

4. PLT497

When a distress or urgency condition is encountered, the pilot of an aircraft with a coded radar beacon transponder, who desires to alert a ground radar facility, should squawk code

- A) 7700.
- B) 7600.
- C) 7500.

5. PLT124

Which combination of atmospheric conditions will reduce aircraft takeoff and climb performance?

- A) Low temperature, low relative humidity, and low density altitude.
- B) High temperature, low relative humidity, and low density altitude.
- C) High temperature, high relative humidity, and high density altitude.

6. PLT206

If the outside air temperature (OAT) at a given altitude is warmer than standard, the density altitude is

- A) equal to pressure altitude.
- B) lower than pressure altitude.
- C) higher than pressure altitude.

7. PLT132

What does the red line on an airspeed indicator represent?

- A) Maneuvering speed.
- B) Turbulent or rough-air speed.
- C) Never-exceed speed.

8. PLT023

Under what condition is indicated altitude the same as true altitude?

- A) If the altimeter has no mechanical error.
- B) When at sea level under standard conditions.
- C) When at 18,000 feet MSL with the altimeter set at 29.92.

9. PLT435

(Refer to figure 56.) What is the recommended communications procedure for departure at Currituck County Airport (area 3)?

- A) Broadcast intentions prior to taxi and announcing runway of departure.
- B) Calling the Elizabeth City tower on 120.5.
- C) Radio need not be used.

10. PLT204

Inbound to an airport with no tower, FSS, or UNICOM in operation, a pilot should self-announce on MULTICOM frequency

- A) 123.0.
- B) 122.9.
- C) 122.7.

11. PLT204

Inbound to an airport with no tower, FSS, or UNICOM in operation, a pilot should self-announce on MULTICOM frequency

- A) 20 miles out.
- B) 10 miles out.
- C) 5 miles out.

12. PLT147

A below glide slope indication from a tri-color VASI is a

- A) red light signal.
- B) pink light signal.
- C) green light signal.

13. PLT194

An ATC radar facility issues the following advisory to a pilot flying on a heading of 270°: `TRAFFIC 3 O`CLOCK, 2 MILES, EASTBOUND...` Where should the pilot look for this traffic?

- A) North.
- B) South.
- C) West.

14. PLT163

(Refer to figure 59.) In flight and approaching the Lowe Airstrip (area 1) the weather minimums are

- A) 1 statute mile visibility.
- B) 3 statute miles in all airspace.
- C) no visibility, remain clear of clouds.

15. PLT040

(Refer to figure 73.) The airspace surrounding the Gila Bend AF AUX Airport (GBN) (area 6) is classified as Class

- A) B.
- B) C.
- C) D.

16. PLT064

(Refer to figure 59.) The Devils Lake East MOA (area 1) is a

- A) meteorological observation area.
- B) military observation area.
- C) military operations area.

17. PLT257

The best speed to use for a glide is one that will result in the greatest glide distance for a given amount of

- A) altitude.
- B) fuel.
- C) drag.

18. PLT219

Name the four fundamentals involved in maneuvering an aircraft.

- A) Power, pitch, bank, and trim.
- B) Thrust, lift, turns, and glides.
- C) Straight-and-level flight, turns, climbs, and descents.

19. PLT477

The direct cause of every stall is excessive

- A) angle of attack.
- B) density altitude.
- C) upward vertical velocity.

20. PLT170

A go-around from a poor landing approach should

- A) not be attempted unless circumstances make it absolutely necessary.
- B) generally be preferable to last minute attempts to prevent a bad landing.
- C) not be attempted after the landing flare has been initiated regardless of airspeed.

21. PLT103

What is the antidote when a pilot has the hazardous attitude of `Invulnerability`?

- A) It can not be that bad.
- B) It could happen to me.
- C) It will not happen to me.

22. PLT012

Given the following.

True course	050
True Heading	040
True airspeed	75 kts
Groundspeed	65 kts

Determine the wind direction and speed.

- A) 105° and 16 knots.
- B) 355° and 16 knots.
- C) 355° and 10 knots.

23. PLT012

(Refer to figure 58.) What is the estimated time en route from Mercer County Regional Airport (area 3) to Minot International (area 1)? The wind is from 330° at 25 knots and the true airspeed is 100 knots. Add 3-1/2 minutes for departure and climb-out.

- A) 48 minutes.
- B) 44 minutes.
- C) 52 minutes.

24. PLT064

(Refer to figure 60, area 2.) What minimum altitude is necessary to vertically clear the obstacle on the southeast side of Winnsboro Airport by 500 feet?

- A) 823 feet MSL.
- B) 1,013 feet MSL.
- C) 1,403 feet MSL.

25. PLT064

(Refer to figure 58, area 2.) Which airport is located at approximately 47° 39 minutes 30 seconds N latitude and 100° 53 minutes 00 seconds W longitude?

- A) Linrud.
- B) Crooked Lake.
- C) Johnson.

26. PLT116

(Refer to figure 66.) Weather information is available at the Coeur d'Alene (COE) Airport (area 2)

- A) at the automated flight service station on the field.
- B) from AWOS 3 135.075.
- C) from UNICOM (CTAF) on 122.8.

27. PLT011

(Refer to figure 57, area 7.) What is the base of Class B airspace at Frisco (DDJ) Airport?

- A) 3000.
- B) 4000.
- C) 1700.

28. PLT377

How long does the Airworthiness Certificate of an aircraft remain valid?

- A) As long as the aircraft has a current Registration Certificate.
- B) Indefinitely, unless the aircraft suffers major damage.
- C) As long as the aircraft is maintained and operated as required by Federal Aviation Regulations.

29. PLT378

May a pilot operate an aircraft that is not in compliance with an Airworthiness Directive (AD)?

- A) Yes, AD's are only voluntary.
- B) Yes, if allowed by the AD.
- C) Yes, under VFR conditions only.

30. PLT371

With respect to the certification of airmen, which is a category of aircraft?

- A) Gyroplane, helicopter, airship, free balloon.
- B) Airplane, rotorcraft, glider, lighter-than-air.
- C) Single-engine land and sea, multiengine land and sea.

31. PLT163

The minimum flight visibility requirement for a sport pilot is

- A) 1 statute mile.
- B) 3 statute miles.
- C) 5 statute miles.

32. PLT431

Which is true with respect to formation flights? Formation flights are

- A) authorized when carrying passengers for hire, with prior arrangement with the pilot in command of each aircraft in the formation.
- B) not authorized, except by arrangement with the pilot in command of each aircraft.
- C) not authorized, unless the pilot in command of each aircraft is trained and found competent in formation.

33. PLT414

Which aircraft has the right-of-way over all other air traffic?

- A) A balloon.
- B) An aircraft in distress.
- C) An aircraft on final approach to land.

34. PLT291

To best determine general forecast weather conditions over several states (region), the pilot should refer to

- A) Aviation Area Forecasts.
- B) Weather Depiction Charts.
- C) Satellite Maps.

35. PLT291

(Refer to figure 42.) What is the valid period for the TAF for KMEM?

- A) 1200Z to 1200Z.
- B) 1200Z to 1800Z.
- C) 1800Z to 1800Z.

36. PLT076

(Refer to figure 43.) What wind is forecast for STL at 9,000 feet?

- A) 230° true at 32 knots.
- B) 230° true at 25 knots.
- C) 230° magnetic at 25 knots.

37. PLT059

(Refer to figure 53.) The wind direction and velocity at KJFK is from

- A) 180° true at 4 knots.
- B) 180° magnetic at 4 knots.
- C) 040° true at 18 knots.

38. PLT063

What information is provided by the Radar Summary Chart that is not shown on other weather charts?

- A) Lines and cells of hazardous thunderstorms.
- B) Ceilings and precipitation between reporting stations.
- C) Areas of cloud cover and icing levels within the clouds.

39. PLT518

A pilot can expect a wind-shear zone in a temperature inversion whenever the windspeed at 2,000 to 4,000 feet above the surface is at least

- A) 10 knots.
- B) 15 knots.
- C) 25 knots.

40. PLT021

(Refer to figure 36.)

GIVEN:	WEIGHT	MOMENT
Gyroplane basic weight	1,315	150.1 (oil included)
Pilot weight	140	?
Passenger weight	150	?
27 gal fuel	162	?

The CG is located

- A) outside the CG envelope; the maximum gross weight is exceeded.
- B) outside the CG envelope; the maximum gross weight and the gross-weight moment are exceeded.
- C) within the CG envelope; neither maximum gross weight nor gross-weight moment is exceeded.